NDOR PQS Project Review Memo
Section 106 - Tier II Project

Control Number 70838 Project Number STPD-89-3(106) Review Date 08/08/15

Project Name Stamford East & West Project Location Furnas & Harlan Counties

Date of Project Description Reviewed 12/10/14

Project Results in no historic properties affected ☐ No ☑ Yes ☑ Tier II Project

THPO/Tribal Consultation? ☑ No ☐ Yes	CLG Consultation? ☑ No ☐ Yes
THPO/Tribes(s):	CLG:
Date Correspondence Sent:	Date Correspondence Sent:
THPO/Tribal response date:	CLG response date:
THPO/Tribal comment:	CLG comment:

Other Consulting Parties Identified:

APE considered is consistent with 36 CFR 800.16(d): ☑ Yes

Archeological Resources	**Above Ground Resources**
Are NRHP listed or eligible properties present within the APE? ☑ **No** ☐ **Yes**	**Are NRHP listed or eligible properties present within the APE?** ☑ **No** ☐ **Yes**
Please list:	**Please list:**

Is Temporary Easement Required from ANY Historic Property Listed Above? ☑ **No** ☐ **Yes**

Is Permanent Easement Required from ANY Historic Property Listed Above? ☑ **No** ☐ **Yes**

Is Right of Way Required from ANY Historic Property Listed Above? ☑ **No** ☐ **Yes**

If Yes, describe:

Construction Committments: ☑ No ☐ Yes

If Yes, detail here:

Project would result in "no historic properties affected: ☐ No ☑ Yes

Tier II Project Evaluation Complete

Stacy Stupka-Burda

Digitally signed by Stacy Stupka-Burda
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Date: 2015.08.08 09:31:26 -05'00'

08/08/15

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Date

The APE for archeological properties and standing structures was chosen to adequately identify any historic properties that may be potentially altered by this undertaking which includes both 3R and DR-5 project activities (See Enclosures 3 and 5). 3R (Resurfacing, Restoration, and Rehabilitation) projects focus primarily on the preservation and extension of the service life of existing facilities and on safety enhancements. Anticipated 3R project activities can include: resurfacing pavement, structural and joint repair, minor lane or shoulder widening, and minor alterations to vertical grades that do not require substantial ground disturbance, bridge repair, removal or protection of roadside obstacles, and installation of ADA compliant curb ramps. Project activities occur within existing rights-of-way or within minimal new rights-of-way. DR-5 (New and Reconstructed Rural State Highway) projects typically involve construction of a new highway facility where nothing of its type currently exists, or a change to an existing highway within the same general right-of-way corridor through modification of the highway's horizontal or vertical alignment in order to accommodate travel demands or eliminate safety and accident problems. Reconstruction can result in a change to the roadway appearance.

In order to accommodate any potential minor changes in the above project description that might occur during continued project development, the APE for *direct* physical effects to archeological resources and standing structures includes the areas of construction activities described above, generally extending beyond the present N-89 right-of-way 20 feet, and up to 50 feet at stream crossings. The vertical APE for the depth of ground disturbance is anticipated to be at or near the surface of the current grade reaching depths of up to 15 feet at bridge reconstruction locations. For possible visual or atmospheric (auditory and vibratory) effects to standing structures, the APE extends approximately 100 feet beyond the present right-of-way in rural areas and 25 feet in urban areas. No detour route is required. Definition of a broader *indirect* APE for secondary or cumulative impacts is not required in this instance.

The four bridges, S089 05267, S089 05367, S089 05581, and S089 05737, none within or adjacent to a historic district, were investigated through a review of the National Register Evaluation of Nebraska Bridges 1947 to 1965 (including the reassessment of select pre-1947 bridges), and the Nebraska Historic Bridge Inventory of 1991. None of the bridges are identified as eligible structures in the Nebraska inventories of bridges before 1947 or of those from 1947 to 1965. These inventories, which were a joint effort between the Nebraska Department of Roads and the NeSHPO, evaluated the National Register eligibility of all bridges in the state. The bridges are not listed in the inventories as eligible for inclusion on the National Register of Historic Places because they do not possess the necessary engineering/design significance to be considered eligible. Nor are these common bridges on the list of exceptional structures excluded from the November 2012 Advisory Council on Historic Preservation Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges.